

SHERRY
MARQUE'S DEL MERITO
JEREZ del la FRONTERA
VINO DE PASTO
(Very Choice)
PRICE \$18.00 Per Case.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road Central.

The China Mail.

ESTABLISHED 1840.

PORT
WARRE'S
CHOICE INVALID
PRICE \$20.00 Per Case.
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
12, Queen's Road Central.

No. 13,263.

號四月十年五零百九千一英

HONGKONG, WEDNESDAY, OCTOBER 4, 1905.

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PRICE: \$3.00 Per Month.

CHINA PARCEL EXPRESS.
PARCELS DELIVERED TO ANY PART OF THE WORLD.
AGENTS EVERYWHERE.
CHRISTMAS AND NEW YEAR PRESENTS FOR HOME FRIENDS.
GIFTS of Silk, Silver, Cigars, Ginger, Tea, Cakes, etc., can be delivered at Home addresses freight, duty, and all other charges prepaid, or payable at destination.
SHIP EARLY—To insure goods being delivered in time for Christmas.
Tea, Ginger, Cigars, etc., purchased and forwarded in destination upon receipt of instructions from Sender.
MAGEWEN, FRICKEL & CO.,
3, DUNDAS STREET,
Hongkong, October 3, 1905. 1815

Intimations.

SINGER SEWING MACHINE COMPANY.
MR. A. E. PARKER has been appointed MANAGER of our HONGKONG and SOUTHERN CHINA BRANCHES from 1st October, 1905.
Hongkong, October 3, 1905. 1897

NOTICE.
WE have this day REMOVED our Office to 3rd Floor KING'S BUILDING, Connaught Road.
MEYER & CO.,
Hongkong, October 1, 1905. 1877

LOST.
A Large, Curly-Haired, Dark-Gray Airedale Terrier—Licence No. 2134 on Collar. Reward. Notify C. C. SCOTT, c/o Messrs Butterfield & Swire.
Hongkong, September 27, 1905. 1858

HONGKONG CITY GODOWN.
WE receive all kinds of non-hazardous goods for Storage in Well Ventilated and Lighted EUROPEAN FIRST-CLASS GODOWN. CENTRAL POSITION.
Rate of Fire Insurance 1/2 only.
For Particulars, apply to
LUTGENS, EISENMAN & CO.,
Hongkong, July 19, 1905. 1380

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.
NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, the Liquidators are prepared to distribute a First and Final DIVIDEND of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the Under-Signed, Alexandra Buildings, Des Voeux Road, Hongkong.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, September 22, 1905. 1798

ROYAL HAIRDRESSING SALOON.
No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonalorial Hall at the above address. We make Cleanliness a Specialty.
VICENTE BARCENILLA, Proprietor.
Hongkong, April 10, 1905. 463

THE HONGKONG FROZEN FOOD SUPPLY.

On and after MONDAY, the 18th September, 1905, the Depot in WYNDHAM STREET (DAIRY FARM DEPOT) will OPEN at 6.00 A.M. instead of 6.30 A.M.
Hongkong, September 14, 1905. 1678

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
THE KING
and
THE PRINCE OF WALES
Supplied at all the Leasing Corps and Forces, and to be obtained from All the Principal Hotels.
1857

Business Notices.
W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS,
WORKS: KOWLOON BAY. OFFICES & STORE: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
a.s. HONAM, 2,383 tons, Captain H. D. Jones.
a.s. FOWAN, 2,338 tons, Captain G. P. Morrison, R.N.R.
a.s. FATSHAN, 2,280 tons, Captain R. D. Thomas.
a.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
a.s. KINSHAN, 1,995 tons, Captain J. J. Loefer.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
a.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
a.s. LUNGSHAN, 219 tons, Captain T. Harrell.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
a.s. SAINAM, 588 tons, Captain W. A. Valentini.
a.s. NANNING, 569 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSON, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

SELECT BOARD & RESIDENCE AT 'BRAESIDE'.

A LARGE and COMMODIOUS RESIDENCE standing in its own ground, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely Furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD,
(Late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

NIPPON LAUNDRY.

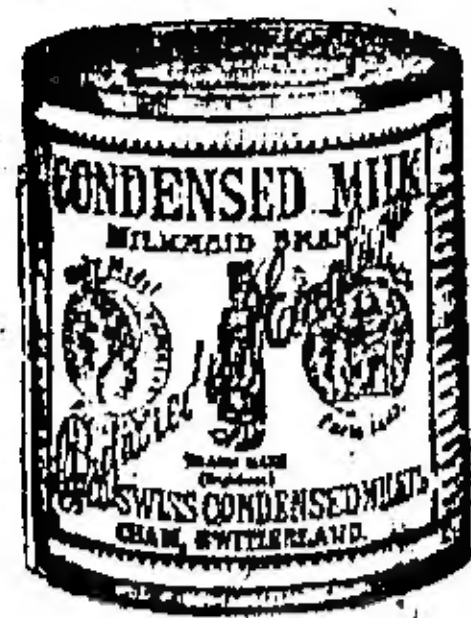
No. 52 AND 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness & Speciality. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONTE, Proprietor.
Hongkong, February 13, 1905. 396

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED. (IN LIQUIDATION)

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
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4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m

Intimations.

Milkmaid



Milk

Guaranteed Full Cream.



Largest Sale in the World.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE ASSORTMENT OF SPECTACLES,
PINCE-NEZ AND EYE PRESERVES

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPIES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

Hotel Managers, opposite the New Post Office site.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.

84, QUEEN'S ROAD CENTRAL.

JAPAN

COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.

LOYDON BRANCH: 34, LOMB STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDING, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Kobe, Yokohama, Hongkong, Canton, Peking, Tientsin, Hankow, Harbin, Vladivostok, Port Arthur, Seoul, Changhai, Tokushima, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wakayama, Kure, Nagasaki, Kyushu, Sasebo, Matsuyama, Hiroshima, Kobe, Osaka, Yokohama, Tokyo, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
Straits Settlements; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Manoura,
Onoura, Otsuji, Sasahara, Tsukaguro, Yoshinaka, Yoshio, Yuzokibara, and other
Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

BROOKETON COLLIERY

IS Prepared to Supply BUNKERS alongside the Wharf at LABUAN, to any
steamer calling there. Prompt despatch. For particulars as to Price, etc., please
apply to the Undersigned.
FRESH WATER can also be obtained at the Wharves.
Steamers of any draft can be berthed.

EAST ASIATIC TRADING CO.,

FOR AGENTS.

Hongkong, September 16, 1905.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

The best judges use no other.

van Houten's Cocoa

You are the best judge. Try it yourself and
your verdict will be that it is the most delicious
and invigorating of all cocoas.

"For perfect purity, delicacy of flavour, and nutritive
value, Van Houten's Cocoa occupies the foremost place."
Dr. Brathwaite's Retrospect of Medicine.

BEST & GOES FARTHEST.

Intimations.

MITSU BISHI CO.

COAL DEPARTMENT.

MAKUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. L. TIEP.
HONGKONG: H. U. JEFFRIES.

YOKOHAMA: M. ASADA.
CHINKIANG: CHANGING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,
North China, Korea, Japan and America.
SOLE PROPRIETORS of Takashima, Ochi, Shionon, Namsuta and Kani
Yamada Collieries, and also Hojo Colliery
which will shortly be ready to produce on
a large scale the best Buzen Coal.
Sole Agents for Kigo, Komatsu (Tagawa)
and Kishimochi Coal (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,620,000 tons.

TAKASHIMA COAL

New and additional shafts at the Takashima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, March 11, 1905.

RAMBLE THROUGH SOUTHERN FORMOSA

By G. TAYLOR, 1. M. Customs
With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa I have yet written.

Price \$1.00.

China Mail Office, 6 Wyndham Street, Hongkong.

FAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CRATER.

The Full Details Printed in Pamphlet, Form NOW READY.

Copies may be had at 'CHINA MAIL' Office. Price 50 Cents each.

三字文

1. THE TRI-METRIC CLASSIC.

千字文

2. THE THOUSAND WORDS' POEM

Translated from the Chinese by E. J. REEL, Ph.D.

To be had—Price 75 Cents the set—from the CHINA MAIL Office, 6 Wyndham Street.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904.

THE REAL THING AT LAST.

TRY FUSSELL'S EVAPORATED CREAMS

NO PRESERVATIVE OF ANY KIND IS USED.

This is ABSOLUTELY GUARANTEED.

H. RUTONJEE.

No. 5, D'Almeida Street, and 38 to 39, Elgin Rd., Kowloon.

Hongkong, September 20, 1905.

THE CHINESE MAIL

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$8 per Annum delivered in Hongkong, \$12.50 to all other Ports.

6 WILKINSON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL'.

Intimations.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 p.m.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, September 30, 1905. 1856

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 13th October, 1905, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1904, and for the half-year ending 30th June, 1905, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, September 15, 1905. 1750

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon) on FRIDAY, the 2nd October, 1905. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 20th October, both days inclusive. JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited, Hongkong, September 27, 1905. 1831

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG, 551 Tons, Captain J. McGINCH, will leave for Canton at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, Electric Light, and portwine cabin. Wharf at Hongkong near Harbour Office. First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD., No. 138, Cross Street, Road Central, Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin-Screw Steel Steamers KWONG HOOP, 1,309 tons, Captain T. R. MEAD, KWONG TUNG, 1,238 tons, Captain H. W. WALKER, leave Hongkong for CANTON at Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted). These fine new Steamers have unexcelled accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins. Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. 'WING CHEAL,' CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 a.m. On SUNDAYS at 8.30 a.m. Departs from Macao on Week Days about 2.30 p.m., and on Sundays at 5.30 p.m. FARES:—Week Day 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1.50, 3rd class \$0.50. Every Sunday there will be an Excursion at the following rates:—1st and 2nd Class Single Ticket \$1, Return \$2, 3rd Class Single 50 Cents, Return 50 Cents, Storage 10 Cents. Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or three passengers, will be charged \$3 extra. First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not return on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and Half Ticket will be available for the following day. The Ship is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street. SAM WANG COY., 81, Queen's Road Central, Hongkong, June 1, 1905. 1084

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$8 per Annum delivered in Hongkong, \$12.50 to all other Ports.

6 WILKINSON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL'.

Intimations.

IF YOU CARE

For a good beverage get one whose effects are pleasant, one which is wholesome and one which has quality as well as flavour, get

Rainier BEER

Delightfully refreshing, thoroughly satisfying. You'll like it.

M. J. CONNELL,

7, BEACONSFIELD ARCADE,

DISTRIBUTING AGENT.

Hongkong, August 29, 1905. 1878

To Let.

TO LET.

NO. 4, OLD BAILEY.

Apply to ARRATON V. APCAR & CO., 45, Wyndham Street.

Hongkong, October 2, 1905. 1870

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon; FIVE-ROOMED HOUSE; Tennis Court.

Apply to ARRATON V. APCAR & CO., 45, Wyndham Street.

Hongkong, October 4, 1905. 1868

TO LET.

FURNISHED ROOM with Board in Central Locality, for two quiet Gentlemen. Terms—Inclusive, \$65 a month. Apply 'S.' Care of 'CHINA MAIL' Office.

Hongkong, October 2, 1905. 1880

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE, PLATS in MOORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, Corner of Road (near Blake Pier).

GOUDOWNS PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, August 3, 1905. 1889

TO LET.

SUITABLE FOR OFFICES.

2 ROOMS in PRINCES BUILDINGS.

Apply to LAUTS, WEGENER & CO., Hongkong, March 3, 1905. 1870

TO LET.

2ND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, now occupied by the Standard Oil Co. of New York.

SPACIOUS GODOWNS, formerly known as McGARRETT BARRACKS, fronting the Praya.

For further particulars, apply to DAVID SASSOON & CO., LD., Hongkong, September 12, 1905. 1868

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric Light. Immediate possession.

Apply to HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, June 20, 1905. 1887

TO LET.

NO. 15, PRAYA GRANDE, MACAO. Beautifully situated. Six Fine Large ROOMS, also BATHROOM and VERANDAH. Spacious Garden attached.

Apply to A. A. DA ROZA, 20, Cross Street, Road Central, Hongkong, September 15, 1905. 1873

TO LET—PARTLY FURNISHED.

'FOREBANK,' West, (143, MAGAZINE GATE). Immediate Possession.

Apply to 'W. D.' Care of 'CHINA MAIL' Office, Hongkong, September 27, 1905. 1832

TO LET.

THE FIRST FLOOR of YORK BUILDINGS (opposite Messrs Guupp & Co.) For Offices.

Apply to KELLY & WALSH, LD., Hongkong, September 2, 1905. 1862

TO LET.

LARGE AIRY ROOM, with Board, Suitable for TWO GENTLEMEN. Terms Moderate.

Apply to 9, ICE HOUSE ROAD, Hongkong, September 28, 1905. 1843

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, June 27, 1905. 1889

TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, September 5, 1905. 1884

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, July 19, 1905. 1871

TO LET.

A TWO-STORY GODOWN in Cross Lane, Wanchai, from August 1st. \$80 per month inclusive.

Apply to McEWEN, FRICKEL & CO., Hongkong, July 22, 1905. 1865

TO LET.

WITH IMMEDIATE POSSESSION the 'FOREST LODGE,' Causeway Road.

Apply to H. N. MODY, Hongkong, May 2, 1905. 1881

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, July 19, 1905. 1871

ENGLAND TO AMERICA IN THREE DAYS.

Electricity to Lower Atlantic Record.

Another scheme is in the air for reducing the time occupied in crossing the Atlantic and thus shortening the distance from Japan to Europe, via America. 'From England to America and back in a week' will soon be a possibility, if the claims of Mr. Richard B. Paiton, an American inventor, are made good in practice.

Mr. Paiton has designed a ship—or, rather, he has applied a system of electrical propulsion of his invention to a ship—which he believes will cross the Atlantic in three days. A model was publicly exhibited for the first time in England last month. Stripped of technicalities, Mr. Paiton's plan is to dispense with the propeller shaft—that source of so much trouble for ocean greyhounds—and to replace the 'single or double screw' of the present type by sixteen screw propellers arranged along the sides and stern of the ship. He expects by this method to get a speed of forty knots an hour. The highest speed yet attained by an ocean-going boat is 22.80 knots an hour.

The propellers will be operated by motors connected by wires, with the generating dynamo. Each motor will be independent, so that the breakdown of one will in no way affect the operation of the other fifteen. The generating engine, of the turbine type, will occupy much less space than the present type of engine, and will require much less coal. A passenger liner can carry little more coal than suffices for the voyage from New York to Liverpool. Mr. Paiton claims that his boat will be able to carry enough coal for a voyage from New York to Gibraltar and back, and will have more room left for cargo.

POPULATION IN BERLIN.

Some interesting statistics on the ratios between the growth of population and the number of houses and residences in Berlin, open up a significant and reliable insight into the social development of the German metropolis during the last 45 years. In 1861, the population of Berlin amounted to 429,409; in 1904, however, in round numbers, it reached two millions. During the same period the number of dwelling houses had risen from 9,661 in 1863 to 26,411 in 1905. Whilst then the number of the inhabitants in this period has quadrupled, the number of the houses has increased only about threefold. Forty-five years ago there was a house for every 62 people; in 1904, however, there was a house only for every 76. On the other hand, in the same period the number of dwellers in these houses has increased about sixfold. In 1860 there were 95,876 dwellers in the city, and in 1904 538,023. Thus whilst in 1860 there was a dwelling for every 54 persons, in 1904 there was one for every 76. The meaning of these figures is not difficult to decipher. They show that the number of single-family houses and of small houses to accommodate but few families has decreased and given place to the huge 'barrack-like' structures, which can accommodate considerably more people, making more profitable use of the ground on which they are built. Further, the number of those who have a complete dwelling at their own disposal has grown, and the overcrowding of the dwellings has in consequence diminished. The housing of the lower and middle classes of the population is thus seen to have been permanently and considerably improved. In order to form a proper estimate of the housing of the higher classes, says a writer in Berlin, the suburbs of Berlin must be taken into consideration, many of which are entirely or almost entirely composed of one-family houses or houses intended but for two or three families. If the suburbs are included the one-family houses of Berlin are also seen to have made a great development during the past four decades.

KEATING'S LOZENGES

EASILY CURE THE WORST COUGH.

One gives relief. An increasing sale has over the years. It is a certain fact of their value. Sold in bottles everywhere.

RIGAUD'S Kenanga TOILET WATER

Rigaud's Kenanga Water has the sweet perfume of the Kenanga Flower of Japan and a soothing and cooling action

Ask for
TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,The Clifford-Wilkinson
Tansan Mineral Water Co.,
Limited, Kobe, Japan.Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Pints \$8.00
Per Dozen Pints \$1.10Crisp,
Delicious,
Invigorating.Drink
the
World
Renowned
Nerve and
Muscle
Strengtheners.THE Original and Genuine is J. Clifford
Wilkinson's,
ACTS gently, Acts pleasantly, Acts
beneficially.
NOTHING like it, or depressed
Spirits.
SIMPLY marvellous.
AND worth its weight in Gold.
NOTHING can eclipse its popularity**TANSAN**Can be obtained at all 1st Class
Hotels and Bars in the FAR
EAST.Beware of fraudulent
IMITATIONS.The only genuine TANSAN
Bears the name of
'J. CLIFFORD-WILKINSON.'H. PRICE & CO.,
12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG.
Hongkong, June 3, 1905.WM. POWELL,
LIMITED.ALEXANDRA
BUILDINGS.EVERYTHING FOR
CHILDREN'S
WEAR.

NEW BOOTS

and SHOES,

UNDERCLOTHING

HATS,

BONNETS,

ROBES,

HOSIERY,

etc., etc., etc.

A GOOD STOCK
OF

PERAMBULATORS

and

MAIL CARTS

ALWAYS ON SHOW.

Wm. POWELL, Ltd.,

HONGKONG.

**THE HONGKONG FROZEN FOOD
SUPPLY.**The following are in Stock:—
AUSTRALIAN BEEF, MUTTON,
LAMB, PORK.

DAIRY FARM FED-FORK.

Australian Hares	.....	\$1.40	each
do Rabbits	.....	55	cts.
do Sheep Tongues	.....	50	cts.
do Sheep Kidneys	.....	5	cts.
do Frits Sausage	.....	63	cts. per lb
do Make Sausage (candle form)	.....	25	cts. per lb
Australian Oysters in h. (lvs)	.....	\$1.25 & \$2.50	of 24 and 6 doz.
American Oysters, large size	.....	\$2.50 per tin	
Ham, Australian	.....	80	cts. per lb
Ham, Best York	.....	70	cts.
(2 cts. extra per lb for Ham front)	.....	
Bacon, Best Wiltshire	.....	70	cts.
Australian Lemons	.....	60	cts. & 48
Pigeons	.....	25	cts. each.
Ducks	.....	85	cts.
Geese	.....	85	cts.
Fish, Australian Smoked Muller	.....	60	cts. per lb
do do do Schanpper	.....	65	cts.
'Carzo' Meat Extract	.....	20	cts. per pot
do do do	.....	40	cts.

When ordering please note the following instructions:—
Orders required to be filled in the Early Morning should be sent in before 3.30 p.m. the previous day.
Orders for Noon should be sent in by 8.00 a.m. the same day.
Orders for 3.30 p.m. should be sent in by Noon the same day.
Hongkong, September 29, 1905. 1278



ESTABLISHED A.D. 1841.

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS

SCOTCH**WHISKY.**

WATSON'S

Celebrated

'E' BLEND

VERY OLD LIQUEUR

Scotch Whisky.

A blend of the finest WHISKIES
distilled in SCOTLAND of

GREAT AGE.

VERY FINE MELLOW.

Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen, - - - \$16.50.

The following are also recom-
mended, and are unsurpassed in
quality:—

A.—Thorne's Blend \$12.00

B.—Glenorchy, Mellow
Blend, a fine 'Soda'
Whisky of great age 12.00

C.—Aberlour-Glenlivet 13.50

D.—H.K.D. Blend of
the Finest Old Malt
Scotch Whiskies 16.00A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

MEMOS. FOR TO-MORROW.Auction.
2.30 p.m.—Auction of Household Furni-
ture, &c., at Messrs Hughes & Hough's
Sales Rooms.**General Memoranda.**FRIDAY, October 6:—
Transfer Books of Canton Insurance
Office, Ltd., close from this date to
29th October inclusive.SATURDAY, October 7:—
5.15 p.m.—Promenade Concert on the
Volunteer Parade Ground.MONDAY, October 9:—
3 p.m.—Auction of Leasehold Property
at Mr Geo. F. Lammert's Sales
Room.Transfer Books of Union Insurance So-
ciety of Canton, Ltd., close from this
date to 19th October inclusive.
Goods per Oceanic unclaimed after
this date at Noon will be subject to
rent and landing charges.
Goods per Okazaki undelivered after this
date subject to rent.TUESDAY, October 10:—
6.30 p.m.—Meeting of Ethen Mark
Lodge.SATURDAY, October 14:—
12.15 p.m.—Meeting of Hongkong Jock-
eys Club in the City Hall.
1.15 p.m.—Boxing in City Hall.THURSDAY, October 19:—
Noon—Meeting of Union Insurance So-
ciety of Canton, Ltd., at Head Office.FRIDAY, October 20:—
Noon—Meeting of Canton Insurance
Office, Ltd., at Messrs Jardine, Math-
eson & Co.'s Office.**The China Mail.**

HONGKONG, WEDNESDAY, OCTOBER 4, 1905.

AUSTRALIA'S NEED.

THE paragraph which we published in Monday's issue announcing that the Prime Minister of Australia had communicated with General Booth—the head of the Salvation Army—expressing a desire to co-operate with him in his scheme to send 5,000 agricultural families to Australia gives grounds for the hope that at last the Commonwealth is coming to its senses and is determined to end the dog-in-the-manger policy that has characterised it ever since 'united labour' became such a strong factor in politics. Instead of the federation of Australia marking an era of progress the effect has been the reverse, for by the amalgamation of the Colonies the labour party became a power not only in individual States but also in the supreme Parliament, and promptly succeeded in slamming the doors of Australia in the face of all desirable people who wished to enter the country to settle. Skilled men were precluded from entering merely because they were skilled, and unskilled men were kept out for the reason that they would only assist to swell the ranks of unemployed that now sit and expectorate and agitate about the steps of every Queen's statue in the Commonwealth. Failing to recognise that Australia's great need is increased population the labour party has professed to believe that by keeping everyone else away from the good bone that they have got hold of Australia will become a self-contained nation, capable of protecting itself and defying every other nation that dares to tread on its coat, or kick the vig that is thrown on the green. Mr. Coghlan, the Government Statistician in New South Wales, who has lately been acting as Agent General in England, has had the temerity to point out the error of Australia's ways, and in a document which is without doubt one of the most valuable yet printed in the country, he points out conclusively what Australia wants to make her prosperous and how she must go about securing it. A country so boundlessly wealthy in agricultural and mineral land, and so deplorably poor in people, needs nothing more than population to develop the latent possibilities of the land to promote prosperity, yet, as Mr. Coghlan points out, Australia 'plays a very small part in the world-movement of population.' The far-seeing Laurier Government in Canada recognised what that vast and undeveloped country required and without hesitation set about acquiring the needful. All over the world agents were sent to secure desirable immigrants, and to advertise Canada and Canada only. This patriotically vigorous policy was followed to such good purpose that during last year the Dominion registered 186,000 people, nearly all of whom remained, in addition to some 15,000 to 20,000 who entered unregistered. And this was not a bad year in immigration, for ever since the Laurier Government initiated its policy there has been a steady stream of the world's overflow population going to Canada, and

with the result that during the past six years no less than 603,223 immigrants were recorded entering the country, in addition to many thousands who reached the Dominion and were not registered. Against this what has vast Australia had? Her gain cannot well be shown with regard to Continental people but it can so far as our own stock is concerned. Of the overflow from Great Britain and Ireland last year Canada made a net gain of 67,341, whilst Australia and New Zealand combined only got 5336. Yet in spite of this vast difference Australia offers greater general attractions to settlers than does Canada. Then what is it that causes the immigrant to avoid the place? Mr. Coghlan states the objections concisely, and subsequently provides convincing argument: The distance from the over-populated countries of Europe and the time taken up by the sea voyage, together with the expense of the voyage itself, are primary objections, added to by the comparative ignorance of European peoples of the resources of the country. Then comes the misrepresentation of Australian affairs indulged in by the press of Great Britain, which misrepresentation is encouraged by dissatisfied persons in Australia; the prevailing opinion that immigrants are not wanted, and that eligible persons have been refused admission to the Commonwealth; the uncertainty whether on arrival immigrants can be accommodated with land; the influence of persons who have already emigrated; the payment of a bounty to shipping agents by Canada to secure emigrants; the strong and systematic advertisement of Canada and other countries, and the vigorous propaganda of their immigration agents, who thus divert the stream of eligible persons to their own shores. Many of these grounds have been recognised by the broader minded Australians for years, but the labour party, dominant in politics, have discounted all their efforts to open up the country to people desirous of settling. The doubt as to the ability to secure land within the rainfall area is made real by the fatuous policy of past Governments in selling huge tracts of the most fertile land at ridiculously low rates to the first comer. In New South Wales, in particular, the choice land was thus grabbed up and now the Government finds it impossible to provide their own people with holdings that are likely to pay under cultivation. In Canada it is pointed out a man can make a start on the road to prosperity with £100, but as things are now in New South Wales he would require five or ten times that sum. Efforts have certainly been made by the Government to resume some of the vast estates and cut them up for closer settlement, but the conditions of acquirement have not enticed many men with small means to take them up. The best land in the rainfall area is yet held in bulk by a handful of men, and until this is acquired by the Government there is not likely to be any rush—even by people born and bred in the State and anxious to go upon the land—for the country where rainfall is doubtful, be it ever so cheap. But Australia generally, in order to attract the people she requires to adequately develop her great tracts of land, will have to seriously undertake reforms both at home and abroad. She will have to adopt a broader policy politically, clean the Statute books of much of her absurd experimental legislation, kill off the labour party—or at least clip its claws—and break up the large holdings in fertile districts. The future of Australia is in the hands of its own people. Canada has shown them the way to prosperity, and demonstrated the easiest method of securing desirable settlers, and now it rests with the statesmen of the Commonwealth to say whether they will take advantage of the lessons, or allow their country to lag still further behind than it is and become more and more alienated from the rest of the intelligent nations of the world.

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with the result that during the past six years no less than 603,223 immigrants were recorded entering the country, in addition to many thousands who reached the Dominion and were not registered. Against this what has vast Australia had? Her gain cannot well be shown with regard to Continental people but it can so far as our own stock is concerned. Of the overflow from Great Britain and Ireland last year Canada made a net gain of 67,341, whilst Australia and New Zealand combined only got 5336. Yet in spite of this vast difference Australia offers greater general attractions to settlers than does Canada. Then what is it that causes the immigrant to avoid the place? Mr. Coghlan states the objections concisely, and subsequently provides convincing argument: The distance from the over-populated countries of Europe and the time taken up by the sea voyage, together with the expense of the voyage itself, are primary objections, added to by the comparative ignorance of European peoples of the resources of the country. Then comes the misrepresentation of Australian affairs indulged in by the press of Great Britain, which misrepresentation is encouraged by dissatisfied persons in Australia; the prevailing opinion that immigrants are not wanted, and that eligible persons have been refused admission to the Commonwealth; the uncertainty whether on arrival immigrants can be accommodated with land; the influence of persons who have already emigrated; the payment of a bounty to shipping agents by Canada to secure emigrants; the strong and systematic advertisement of Canada and other countries, and the vigorous propaganda of their immigration agents, who thus divert the stream of eligible persons to their own shores. Many of these grounds have been recognised by the broader minded Australians for years, but the labour party, dominant in politics, have discounted all their efforts to open up the country to people desirous of settling. The doubt as to the ability to secure land within the rainfall area is made real by the fatuous policy of past Governments in selling huge tracts of the most fertile land at ridiculously low rates to the first comer. In New South Wales, in particular, the choice land was thus grabbed up and now the Government finds it impossible to provide their own people with holdings that are likely to pay under cultivation. In Canada it is pointed out a man can make a start on the road to prosperity with £100, but as things are now in New South Wales he would require five or ten times that sum. Efforts have certainly been made by the Government to resume some of the vast estates and cut them up for closer settlement, but the conditions of acquirement have not enticed many men with small means to take them up. The best land in the rainfall area is yet held in bulk by a handful of men, and until this is acquired by the Government there is not likely to be any rush—even by people born and bred in the State and anxious to go upon the land—for the country where rainfall is doubtful, be it ever so cheap. But Australia generally, in order to attract the people she requires to adequately develop her great tracts of land, will have to seriously undertake reforms both at home and abroad. She will have to adopt a broader policy politically, clean the Statute books of much of her absurd experimental legislation, kill off the labour party—or at least clip its claws—and break up the large holdings in fertile districts. The future of Australia is in the hands of its own people. Canada has shown them the way to prosperity, and demonstrated the easiest method of securing desirable settlers, and now it rests with the statesmen of the Commonwealth to say whether they will take advantage of the lessons, or allow their country to lag still further behind than it is and become more and more alienated from the rest of the intelligent nations of the world.

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LOCAL AND COAST NEWS.

The second-class cruiser "Iphigenia" which has been withdrawn from the China station left for Home to-day.

A Chinaman named Lo So was sentenced to six months' imprisonment, at the Magistrate's, this morning, for uttering 90 cents' worth of counterfeit coins.

The Yokohama Municipality has asked assistance from the Japanese Government in carrying out the new harbour works to be completed within the next five years; the proposition is that the Government and city shall share, proportionately to the capital respectively invested, the profits resulting.

According to the *Osaka Jiji*, Captain Ijichi

CORRESPONDENCE.

THE MACAO ASSAULT.

(To the Editor of the CHINA MAIL.)
Sir—Re Mr W. J. Russell's letter in your yesterday's issue complaining of an assault at Macao. There is an old adage which says, "When in Rome do as the Romans do." Had he followed that principle there would have been no interference.

Yours, etc.,
ROMAN.
Hongkong, Oct. 4.

(To the Editor of the CHINA MAIL.)

Sir—I have experienced almost the same treatment at Macao as that to which your correspondent, Mr W. J. Russell, was subjected, and since so many English people patronise the "Gem of the Orient" I think it is time the Government authorities there did something to warn visitors courteously when they should remove their head gear. To have a man who does not speak English seized hold of one is enough to get any one's back up, and I am not at all surprised that Mr Russell resented such treatment. Very few English people are familiar enough with Catholic procedure to know when the time has arrived that the head should be uncovered. The priests of Macao could surely arrange for someone to precede a procession and warn people who are strangers that they are expected to take their hats off. It would be time enough then for violence to be used. The priests might be asked to do this.—Yours, etc.,
MACAO VISITOR.
Hongkong, Oct. 4.

(To the Editor of the CHINA MAIL.)

Sir,—With regard to Mr Russell's letter, printed in your issue of October 3, I would like to point out to him that when he parades of the hospitality of any country he must abide by the customs of that place, whether written or unwritten. In refusing to remove his hat when asked (he admits he was asked) he laid himself open to insult and assault. Such an occurrence as this is unfortunately rare, and in most cases the visitor is to blame. If Mr Russell was a total stranger to Macao usages surely it was no too much for him to accede to the request to remove his headgear while the procession went by. Even by British law ignorance is not a valid excuse, and Mr Russell cannot plead even that. He was asked to take his hat off; he refused. The result was he was so roughly handled that his dignity sustained a rude shock, which he is now withering under. Had he acted with a little more reasonableness he could have preserved his honour proper. I am, Yours etc.,
AMITY.
Hongkong, October 4.

(To the Editor of the CHINA MAIL.)

Sir,—In your issue of this evening Mr W. J. Russell airs a grievance that needs airing. Whilst always ready to show respect for the customs of my own and every other country I think something is due from the Portuguese. They endeavour to attract visitors to Macao by various means, and when a religious ceremony is the last the least they can do is to post notices about the city—or at least where they can be seen by strangers—saying that it is desired that gentlemen should remove their hats when the procession is passing. Personally I go to Macao to play fan-tan and know little of the demands of religious ceremonies, but when I first went to the place I was ignorant that it was customary to bare the head when a procession was about. A little precaution would prevent a lot of misunderstanding and heartburning.—Yours, etc.,
FANTAN.
Hongkong, October 3.

(To the Editor of the CHINA MAIL.)

Sir,—It seems to me that Mr Russell looked for trouble when he went to Macao and ran foul of the religious procession. He complains that he did not lift his hat because it was raining. He need not have taken his hat off. Had he merely raised it till the procession passed the Portuguese would have been satisfied. Any way, it would not hurt him to get his hair sprinkled with rain. Better to be wet on the head than sore in the heart, and that is what Mr Russell seems to be. I have been to Macao many times and I did not want to lift my hat when processions went by I got out of the road. The processions do not wander all over the city, and it is quite easy for anyone to avoid them who desires to.—Yours, etc.,
L. P.

The 'Red Republicans.'

A private dispatch from Tientsin states that several days before the bomb outrage at Peking H.E. Viceroy Yuan Shih-kai received reliable information that a number of the followers of Sun Yat-sen, the 'Red Republican,' as he has sometimes been termed, had arrived from the South and were scattered both about Tientsin and Peking. In consequence of this information Viceroy Yuan Shih-kai at once telegraphed the news to Na Tung, the Commandant of the Peking Gendarmerie, and to Hu Yu-fen, Director of Public Works and the Department of Public Safety, asking them to keep a good watch and to arrest all strangers and suspicious characters who could not give an account of themselves. The same instructions were quickly issued to all officials concerned in Tientsin. There is reason to believe therefore that the bomb outrage of Sunday was perpetrated by Sun Yat-sen's men. In consequence of the uncertainty and panic in the air caused by the outrage (which Majestic has decided at the earnest request of his advisers, to forego their trip to Hongkong, to witness the autumn army manoeuvres early next month.

AMOI NOTES.

(From Our Correspondent.)

THE TRAIL OF THE TYPHOON.

Amoy, October 2.
Amoy is just recovering from the effects of typhoons. The typhoons in themselves have not been very severe, but the rain that has fallen in connection with them has been the heaviest that has been known for many years. The result is manifest in the large number of houses that have been seriously damaged. Verandahs have fallen down; roofs leaked like sieves; and weak spots in the main walls disclosed themselves.

ENGLISH AND GERMAN FRATERNISING.

The German mast-of-war "Itis" has just left us for another port, but before leaving her hand played on the tennis lawn, where a tennis tournament, which attracted a large attendance of spectators, was in progress. The bandstand varied the usual musical programme by occasional songs which were highly appreciated. At the conclusion a vote of thanks was proposed by the English Consul, and three cheers were given for the "Itis," her officers and crew. The Captain, in return for this compliment, made a stirring speech, in the course of which he declared that he had never been in any place in China that he liked better than Amoy. He tried to impress upon his hearers that this was not a mere form of words but the real expression of his heart, for in no place had he and his crew been so hospitably treated. After three cheers for Amoy the band struck up "God save the King" and the proceedings concluded amidst mutual congratulations.

THE WEATHER.

Our cold weather has come upon us quite suddenly. The summer, which usually lingers on far into October, seems to have vanished, and the north-east monsoon, which in former years has been wont to come in with fiery scorching blasts, is now blowing with winter's touch in it. This is an immense relief, the heat this year has been unusually trying. The heavy rains have been a perfect Godsend to the farmers, for the crops this year are unusually abundant and luxuriant.

SPORTING.

Cricket.

THE LEAGUE RULES.
The adjourned meeting of the Hongkong Cricket League, was held last evening in the Colonial Secretary's office, under the presidency of the Hon. Mr T. Sercombe Smith. Mr E. A. Ager reported that the following Clubs had entered for the 1905-6 Competition:—Craigengower, Hongkong, C.C., A., Civil Service, Hongkong Police, Kowloon, Royal Engineers, Army Staff, and Royal Garrison Artillery.
After considerable discussion the following alterations to rules were made:
Rule 13. If a definite result be not arrived at, play shall continue till 6 p.m. in November, February and March, 6.45 p.m. in November and January and 8.30 p.m. in December. But if both umpires be agreed that the light is unfit for play, stumps shall be drawn at the time they shall so decide.
Rule 17. No player whose name is in the list drawn up by the Hongkong Cricket Club of players debarred in the H.K.C.C. team playing in the League is eligible to play for any other Club in the League.
Rule 18. The Committee shall have power from time to time to alter, add to and amend the Rules and Bye-laws of the League by giving notice to the Secretary who shall notify each member of the Committee of the same, provided that 14 clear days' notice of any proposed alteration, addition or amendment have been given to the Secretary and each member of the Committee. Any alteration, addition or amendment made shall be notified at once to the Committee representative of each League Club by the League Secretary.
Rule 19. The decision of the Committee shall, in every case, be final. Latest M.C.C. Rules to be observed in all cases.

Football.

The football match which was played yesterday afternoon, at Causeway Bay between the Y. M. C. A. and R. A. M. O., resulted in a win for the former by one goal to nil.

Boxing.

An interesting programme is advertised for the Boxing contests to take place on Saturday, October 14, at the City Hall. Bert Delaney will meet Pto. King (R.W.K.) in a fifteen rounds bout for the heavyweight championship of China; Sailor Young (U.S.C. Raleigh) will try conclusions with Pto. Connors (R.W.K.) in a ten rounds battle for the light-weight championship of Hongkong and a prize; Pto. Griffiths (A.O.C.) is matched against J. Coyne (Naval Dock Yard) for six rounds; and a wrestling contest between Staff-Sergeant McLean (A.O.C.) and Pto. Shaw (R.G.A.), but two out of three falls, will conclude a promising list of contests. The duties of referee will be in the capable hands of Mr R. A. Ager, whose recent decisions were so favourably received.

Golf.

INTERNATIONAL MATCH.
The International Four-ball for £400, between H. Vardon and J. H. Taylor (England) and J. Brand and A. Hurd (Scotland) resulted in a win for the English pair. Vardon played good golf, but Taylor's brilliant approach was the feature of the game. Brand played below his proper form, whilst Hurd, who was troubled with an aching knee, was uncertain. The greens, which were rather slow, suited the English pair's game.

LONDON LETTER.

London, September 1st.

I always held the opinion that the Japanese were far too practical a people to consent to peace negotiations unless they meant to conclude a peace, but with the rest of the world here, I stand amazed at the peace that they have concluded. It is quite true that Japan takes more than she fought for. When the war began, the demands were that Russia should retire from Korea, and restore Manchuria to China. The result has been to give Japan complete control of Korea, possession of Port Arthur and Dalmy, and the return of that part of Saghalien that was hers in 1855. In addition she gets the war ships she has captured, and the reputation of Russian ship-building is so low that it is not easy to estimate what these may be worth. Still, the fact remains that Japan could have got more if she had refused Russia's curial proposals and waited till Oyama had given Linievitch the crushing defeat that was ready for him. Still, the illustrious virtue of the Mikado, which (teste Nogi) won Port Arthur, decreed otherwise, and doubtless was quite right. Japan has established such a reputation that no European power will be willing to interfere with her. During the negotiations she has probably come to some understanding with the United States; she has certainly renewed in more emphatic terms her treaty with Great Britain and, though I cannot believe the rumour current to-day that Japan is to acquire a controlling interest in the Canton-Hankow railway, she takes such a position in Manchuria that she ceases to be merely an insular empire, but takes, as the spoils of war, a commanding position on the continent. Japan is not unimproved by the war and the period of recovery from its expenditure should be a period of commercial prosperity in which we also shall share.

Mr R. L. Outhwaite, one of the founders of the Free Trade Liberal Association of Australia, is to contest West Birmingham at the next election, in opposition to the Right Hon. Joseph Chamberlain. This suggests the carrying of the principal of Colonial preference to extremes. After the ex-Colonial Secretary's vigorous crusade for a tariff reform to favour the denizens of Greater Britain beyond the seas, it would seem cruel that he should be ousted by an Australian Free Trader. Mr Outhwaite is against Fiscal reform, militarism, Chinese labour, and indeed 'again the Government' generally. We are in for a few years of Radical supremacy; certainly, more is the pity, but it is the fault of the Cecil clique which has outstayed its welcome, and given the pendulum a vigorous kick in the contrary direction. The British electorate does not like to feel itself outwitted, and that is the popular sentiment to-day.

Decentralisation is in the air. Now it is Canada that would be willing to relieve the Colonial Office of the Government of the Crown Colonies in the West Indies. The proposal is for a federation of all British colonies on the American continent and the adjacent islands. It seems a little previous as the West Indies have not themselves been federated yet, but the sugar planters are so continually grumbling that they do not get consideration enough from Downing Street that it might be worth while letting them try whether they would prefer Canada, King Stork instead of King Log. Canada also has a grievance in the Alaska award to which a lease for a time of the West Indies might reconcile her.

There is a recrudescence in the movement for the cultivation of cotton in the various parts of the British empire where climatic conditions are favourable, more especially Northern Australia, Central Africa and Southern India. Cheap labour and cheap transport are the two main requirements. In these White labour legislation militates against the Australian prospect, and the expense of carriage against African schemes, but an elaborate scheme has been evolved to establish a large cotton industry in Madras. A perennial cotton seems the most suitable for the experiment and is likely to be tried. Certainly if Manchester could be made more independent of the American market and its gambling agencies, a continuity of employment in Lancashire and of supply there and in Bombay would be an advantage to the whole empire.

It is a pity that the dispute that accompanied Lord Curzon's resignation ever became public. Recent minutes by Lord Kitchener and the retiring Viceroy show a tendency to deteriorate into a merely personal quality, conducting in public laundry operations that would have been better conducted in privacy, and accusing each other of relying rather on imagination than memory in the narration of facts. There is a tone of personal acrimony in the dispatches that would have abundantly justified the India Office in pigeon-holing them both. Lord Kitchener has gained, and sent Lord Curzon to join the dozen of eminent Unionists that the Government has already shelved. Why can he not be satisfied?

In a few weeks we shall be celebrating the centenary of Trafalgar, and *The Times*, which has been devoting several columns lately to the tactics of that battle, announces the publication of an important work on the subject of 'Nelson and the Twentieth Century' by Arnold White, assisted by four Admirals and other experts. As the Prince of Wales told us a year ago, England wants waking up on these matters and on others. In a duller age, our supremacy was indubitable and uncontested, but to-day in naval, military, commercial and industrial life we need stimulation lest the next European war finds us comparatively unprepared to smash our enemies or maintain our population.

Count Tolstoi is to Europe generally what Mr W. T. Stead is to England, an amiable lunatic whom we have ceased to take seriously. Recently he has been pressing on us Henry George's theory that the private ownership of land is the root of all evils. Now it is Government. According to him, every King, president, or ruler, is necessarily immoral. Patriotism is a vice contrary to brotherly love, and anarchy is the name of political virtue. This week we have been given a new tract of his urging that the one thing needful is brotherly love and that taxation, control and constitutions must go to make room for the laws of religion divinely implanted in every human being. Unhappily, I fear that there is only one set of beings that live in accordance with implanted laws, and we do not call them men; we call them cattle.

As was anticipated, Sweden and Norway are engineering their projected dissolution of partnership with calmness and dignity. Norway will soon be under its own King Charles, whether it be Prince Charles of Denmark or Prince Charles of Sweden and there is now no reason to expect any friction in its relations with the predominant partner of the expiring union.

London saw absolutely nothing of Wednesday's eclipse. For any thing we know, the sun and moon may have missed each other in the fog that prevailed. Though eclipses of the sun are really more frequent than eclipses of the moon, their narrower localisation makes it more frequent to observe a lunar than a solar eclipse. Other lands have been more favoured, and I believe that when 'full' records come to hand after months of calculation, the scientific results will be greater than have ever accrued from previous eclipses.

Sir Alfred Thomas, M. P. for East Glamorganshire, and Chairman of the Welsh parliamentary party, has issued a manifesto laying down Disestablishment as the most important plank in his party's platform if a Liberal majority is returned to power. Non-conformists have to fight tooth and nail for it and nothing but amendment of the Education Act can be permitted to take precedence of it. So that, though a Liberal Government has become an unavoidable evil we see what we are to expect. Our only hope of peace lies in the internal divergence of reformers. There are only seventeen Cabinet seats, and at least seventy seven gentlemen qualified and expert for them, and when honest men fall out, thieves have a little tranquillity for a while.

Mistaken Diagnosis.

THERE are many people who have pain in the back and imagine that their kidneys are affected, while their only trouble is rheumatism of the muscles, which can be cured by a few applications of Chamberlain's Pain-Balm, or by dampening a piece of flannel with the Pain-Balm and binding it over the aching parts. A pain in the side or the chest should be treated in the same manner and prompt relief is sure to follow. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

PRINCE OF BIGAMISTS.

'Married' Seven Times in a Week.

New York, August 25.—Police detectives of some twenty American cities are searching for Dr. George A. Wilsont, whose record as a bigamist is said to be unparalleled. He is accused of having married nearly a hundred wives, most of whom he has robbed of various sums of money, ranging from £100 to £2,000.
"He is described as handsome and extraordinarily shrewd. He has changed his religion, profession, name, and nationality, just as it suited him, in all his courtships. He speaks seven languages and has committed many of his robberies by the use of drugs. He recently married seven women in one week, and has a wife in nearly every State in the Union."

CHINESE IN THE TRANSVAAL.

Precautions Against Outrages.

Pretoria, Aug. 29.—The despatched body of a storekeeper has been found at a spot twenty miles to the east of this town, and the crime is supposed to have been committed by a Chinaman.
In consequence of the feeling of insecurity created by outrages, which are imputed to Chinese deserters from the mines, the Government has decided to supply magistrates in the districts in the vicinity of the mines with arms and ammunition for discretionary issue to the farmers, and returnable on the completion of measures for the prevention of desertion and outrages. These measures include the establishment of constabulary posts every five hundred yards all round the reef where Chinese labourers are employed.
JOHANNESBURG, August 31.—General Botha and the members of the House Committee of Hon. Volk formed a deputation which waited upon Lord Selborne on Saturday, with a view to bringing to the official notice of the Government the uneasiness caused by wandering Chinese.
Lord Selborne, in reply, said he expected the mine managers to take all possible steps to prevent desertions, and the farmers to report the presence of Chinese on their farms, and apprehend them when possible. Any white man, in the absence of constabulary, would have power to arrest Chinese, and permits would be granted to all white men residing near the Witwatersrand to possess arms, except magazine rifles.
In conclusion, Lord Selborne impressed upon the deputation the fact that the vast majority of the Chinese were orderly.

CAPE TOWN, Aug. 31.—The Bond journals are publishing sensational reports of the Chinese disturbances in the Transvaal, accompanied by articles in which leading columns. Extraordinarily noticeable is the intemperance of the language of the *South African News* which declares that 'history will infallibly hold up to the execration of posterity the men who have dared, in the name of England, to sacrifice South African blood and peace to the avarice of rich men, many of whom have proved to be swindlers. Any Englishman who at the present time is silent on this point,' declares the *News*, 'is a rebel against South Africa and a traitor to England.'
Ons Land, whilst adopting a slightly more moderate tone, demands immediate action in the arming of the white population of the Transvaal for the protection of life and property. The Dutch organ thinks the Chinese must be sent back to their own country.—*Standard*.

BY WHARF AND WAVE.

The new German armoured cruiser "O" is of the following dimensions:—Length, 450 ft.; beam, 70 ft. 6 in.; draught, 21 ft. 7 in.; displacement, 11,620 tons; armament, eight 21-centimetre (9 in.) guns, four mounted in pairs in turrets fore and aft, and four in casemates at the angles of the midship battery; six in gun—three on each broadside—and 25 smaller pieces. There are also four submerged torpedo tubes, 18 in. in diameter. There will be three sets of triple-expansion engines, driving the same number of screws, and developing a collective horsepower of 26,000 giving the vessel an estimated speed of 22½ knots. The normal bunker capacity is 8,000 tons, capable of being increased to 2,000 tons in addition to which there will be space for 200 tons of oil fuel. Her thickest plating is 6 in. It is interesting to note that, while preserving the usual German characteristics of an overhanging stem, with turtle back fore and aft, there is a single cup water-tube "O," with her four funnels closely resembling in profile our own first-class cruisers, and also the ill-fated Russian vessels "Bayan" and "Varyag."

The armoured cruiser "Jules Michel" was launched on August 31, at Lorient, after being on the stocks only fourteen months, a very rapid rate of progress for a French navy yard. The "Jules Michel" is the largest vessel in the French navy, measuring 485 feet by 70 feet. Her displacement will be 19,600 tons, and she will draw 25 feet of water. She is expected to be ready to receive her armament in 1907. She will have three screws driven by three sets of triple expansion engines, developing 20,000 horse power, and giving a speed of 22 knots under forced draught. The boilers will be of the Duval type, superheated water tubes, and there will be four funnels. She is designed to carry four 7.5 in. guns in pairs in barbettes forward and aft, twelve 6.5 in. and thirty smaller guns. She will have five torpedo tubes, two submerged. The hull will be protected by Harvey's steel armoured six inches thick amidships, and tapering to four inches at the extremities. This will be supplemented by a bulk five inches thick running the whole length of the ship. There will be two armoured decks. Her crew will number 37 officers and 687 men.

STEARNS' HEADACHE CURE can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

Chamberlain's Cough Remedy Cures Colds.

This remedy acts on nature's plan. It allays the cough, relieves the lungs, aids expectoration, opens the secretions, and aids nature in restoring the system to a healthy condition. It is famous for its cure over a large part of the civilized world. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements

ETHEN MARK LODGE—No. 294.
A REGULAR MEETING of the Ethen Mark Lodge will be held at the FICKEMASON'S HALL, on TUESDAY, the 10th October, at 5 for 5.30 p.m. previously. Visiting Brethren are cordially invited to attend.
Hongkong, October 4, 1905. 1899

To-day's Advertisements

FOR ALL PURPOSES USE ONLY

GROSSWOOD

BRAND OF PAINTS, VARNISHES AND OILS.
As supplied to the LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS.
Manufactured by Gross Sherwood & Heald, LIMITED, London.
SOLE AGENTS:—HARRY WICKING & CO., Hongkong, Hongkong, January 6, 1904. 20-3

CITY HALL.

SATURDAY, 14th OCTOBER, GRAND BOXING AND WRESTLING TOURNAMENT

TWO CHAMPIONSHIP EVENTS.
BERT DELANEY, v. Pto. KING, America; Royal W. Kent's 15 ROUNDS for the Heavy Weight Championship of China.
SAILOR YOUNG, v. Pto. CONNORS, (U.S.C. Raleigh), (R.W. Kent's), 10 ROUNDS for the Light Weight Championship of Hongkong and a Prize.
Pto. GRIFFITHS v. JACK COYNE, (A. O. O.), Naval Dock Yard, 6 ROUNDS for a Prize.
WRESTLING: STAFF-SERGEANT MCLEAN, A.O.C., v. Pto. SHAW, R.G.A., Best two of three falls.
Mr A. E. PARKER will act as Referee. Mon in the ring 9.15 p.m. sharp.
PRIZES OF AMUSEMENT, 85, 83, 83 and 81. Booking at ROBINSON PIANO Co., or from BERT DELANEY, Cornmarket House, Hongkong, October 4, 1905. 1891

THE HONGKONG FROZEN FOOD SUPPLY.

PRIME ENGLISH BACON AND HAM.

A NEW CONSIGNMENT JUST OPENED UP.

SEE OUR PRICE LIST ON PAGE 4.

Hongkong, October 4, 1905. 1888

J. WATT JAMESON & CO.

MARINE SALVAGE ENGINEERS.

THIS Company possesses the most powerful and efficient SALVAGE MACHINERY. CONTRACTS UNDERTAKEN. Telegraphic instructions acted upon immediately.
The Company has the Powerful Steamer "CITY OF BIRMINGHAM" (287 Tons, 750 I.H.P.) specially equipped with necessary gear for Salvage purposes, always ready at short notice.
Telegraphic address: "SALVAGE HONGKONG." A.B.C. 4th EDITION, & A.I. CODES.
HOTEL MANSIONS, 4th FLOOR.
Agents for Messrs SIEBE, GORMAN & Co., Submarine Engineers, Makers of all classes of Diving Gear, London.
Hongkong, October 4, 1905. 1892

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STRAIT FOR SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, SOYET, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.
THE Steamship CALEDONIE, Captain CHENEY, will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M.
This Steamer connects at COLOMBO with the Australian line to Australia bound for MELBOURNE, via BOMBAY and ADEN. Passage Tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next Sailings will be as follows:—S.S. OCEANIC, Oct. 31, 1905. S.S. SALAZAR, Nov. 14, 1905. G. DE CHAMPEAUX, Agent.
Hongkong, October 4, 1905. 1890

HONGKONG BENEVOLENT SOCIETY.

GRAND PROMENADE CONCERT

on the VOLUNTEER PARADE GROUND (NEAR TRAMWAY STATION). KINDLY LENT FOR THE OCCASION. SATURDAY, 7th OCTOBER, 1905. AT 8.15 P.M.
Tickets, 82 and 81, can be obtained at the Volunteer Head Quarters, near the Hongkong Club, or from the Committee of the Hongkong Benevolent Society.
Hongkong, September 30, 1905. 1884

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PER CASE 99 BOTTLES.....5.25

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FROM HIRE AT LOW PRICES.

INSPECTION INVITED.

WEISMANN, LTD.

GO TO WEISMANN'S

FOR YOUR BREAD.

THE ONLY EUROPEAN BAKERY IN THE COLONY.

Hongkong, September 1, 1905. 1034

'BULL DOG' LIGHT ALE

THIS ALE, brewed expressly for ROBERT PORTER & Co., Limited, is bottled under a special system which enables the best characteristics of a good ENGLISH ALE to be combined with extreme lightness of character and a practical FREEDOM FROM SEDIMENT, a result hitherto deemed unattainable.
In Quarts, Pints and Splits.

A. S. WATSON & Co., Ltd.

SOLE AGENTS.

Shipping.

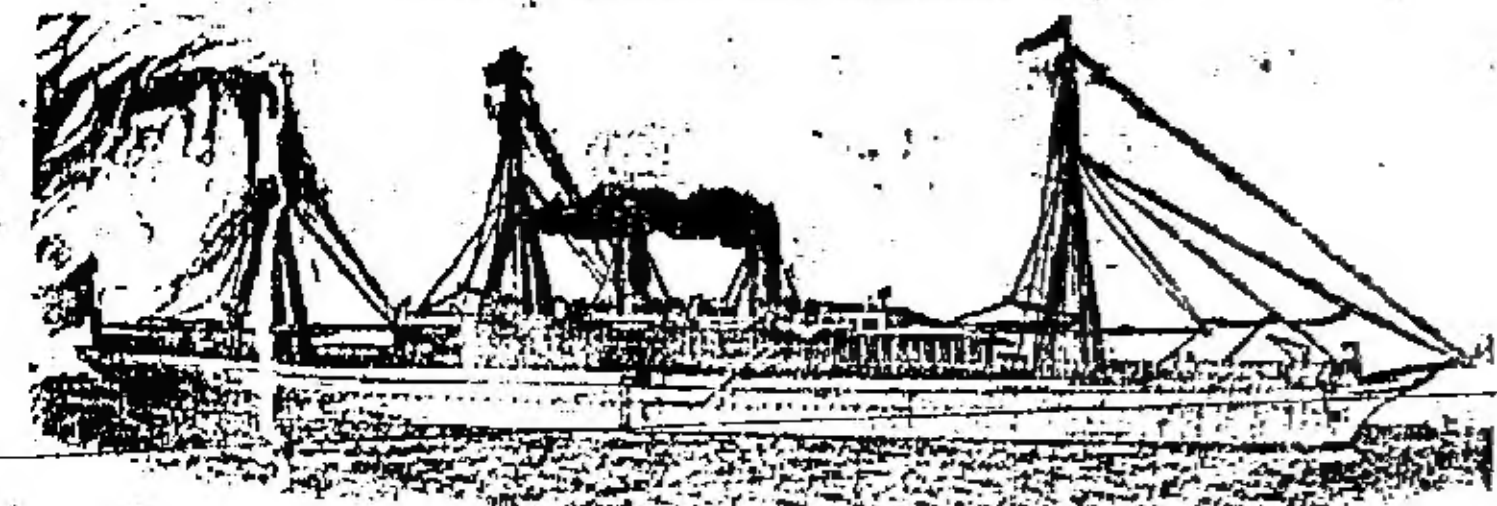
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE indicated —

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	COROMANDEL	About 5th October	Freight and Passage.
LONDON, &c.	NUBIA	Noon, 7th October	See Special Advertisement.
YOKOHAMA, via SHANGHAI	POONA	About 10th October	Freight only.
MOJI and KOBE	C.R. LONDON, R.N.R.	October	
LONDON & ANTWERP, via SHANGHAI, PANG, Cebu, Port Said and MARSEILLES	PERA	About 25th October	Freight only.

L. S. LEWIS, Acting Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, October 2, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C., saving 3 to 7 Days across the Pacific.

R.M.S. Proposed Sailings from Hongkong, (Subject to Alteration).
EMPRESS OF CHINA, Com. R. Archibald, R.N.R. 6000 Tons WEDNESDAY, Oct. 19.
ATHENIAN, Com. S. Robinson, R.N.R. 3882 Tons WEDNESDAY, Nov. 18.
EMPRESS OF INDIA, Com. E. Bertram, R.N.R. 6000 Tons WEDNESDAY, Nov. 15.
TARTAR, Com. W. Davidson, R.N.R. 4125 Tons WEDNESDAY, Nov. 29.
EMPRESS OF JAPAN, Com. H. Fyfe, R.N.R. 6000 Tons WEDNESDAY, Dec. 12.

Hongkong to London, 1st Class, via St. Lawrence 560, via New York 562, Intermediate on Steamers, } £40. " " £42.
and 1st Class Rail } " " " " £42.

THE magnificent "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (see rates only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
Corner Pender Street and Praya, Opposite-Blake Pier,
Hongkong, September 20, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
ARABIA	4483	METZGER	Nov. 7, 1905.
ARAGONIA	5198	ERNEST	Nov. 29, 1905.
NICOMEDIA	4370	WAGEMAN	Dec. 22, 1905.
NOMANTIA	4370	FELTHAM	Jan. 7, 1906.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Acting General Agent,
Hongkong, September 27, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	THE CHARTERED S.S.	LEAVING
DAIKIN MARU, Capt. H. Ohta.	TAMUL, via SWATOW AND AMOY.	SUNDAY, 8th Oct., 10 a.m.
PROMISE, Capt. THORNTON, FRITHJOF, Capt. HARALDSEN, OLAVA JENSEN, Capt. BENZON, PROTUS, Capt. KLABE.	ANPING, via SWATOW AND AMOY, SHANGHAI, via SWATOW, AMOY AND FOCHOW, FOCHOW, via SWATOW, AND AMOY, TAMUL, via SWATOW AND AMOY.	THURSDAY, 9th Oct., 8 a.m. FRIDAY, 10th Oct., 8 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.
Hongkong, October 3, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	3608	E. V. Roberts	About Oct. 19.
RYANES	3728	C. W. Wright	About Nov. 11.
TREMONT	3608	T. W. Gerlock	About Nov. 24.
LYRA	4412	G. V. Williams	About Dec. 8.
FLORIAN	3728	F. G. Parington	About Dec. 28.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The "Two-story" S.S. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in solid storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to
Dodwell & Co., Limited, GENERAL MANAGERS.
Hongkong, October 4, 1905.

JOHN'S BUILDINGS, Hongkong, October 4, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTHRIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

GLASGOW AND LIVERPOOL... 10th
GLASGOW AND LIVERPOOL... 15th
GLASGOW AND LIVERPOOL... 21st
GLASGOW AND LIVERPOOL... 28th
GLASGOW AND LIVERPOOL... 4th November
GLASGOW AND LIVERPOOL... 11th November
GLASGOW AND LIVERPOOL... 18th November

HOMEWARDS.

LONDON, AMSTERDAM & ANTWERP, ALGECROUS... 7th October.
* GENOA, MARSEILLES & LIVERPOOL... 14th October.
LONDON, AMSTERDAM & ANTWERP, DOVER... 21st October.
LONDON, AMSTERDAM & ANTWERP, MACHON... 28th October.
* GENOA, MARSEILLES & LIVERPOOL, CHONGKONG... 4th November.
LONDON, AMSTERDAM & ANTWERP, KINTON... 11th November.
LONDON, AMSTERDAM & ANTWERP, KINTON... 18th November.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

VICTORIA, VANCOUVER, SEATTLE, TACOMA, and PORTS, via NAGASAKI, KOBE, YOKOHAMA.

WESTWARD.

TACOMA, SEATTLE, VICTORIA, KINTON, and PACIFIC COAST. For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, September 30, 1905.

CHINA NAVIGATION CO., LD.

NINGPOO AND SHANGHAI... SHANGHAI... 6th October.
YOKOHAMA AND KOBE... SHANGHAI... 9th October.
SHANGHAI... SHANGHAI... 10th October.
MANILA... SHANGHAI... 11th October.
SWATOW, CHEFOO & TIENTSIN... KANG... 11th October.
CEBU & HIOLO... SHANGHAI... 11th October.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COCKTOWN, OAKRIDGE, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE... CHING... 16th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

R. E. BUTTERFIELD SALOON FARE, Single and Return, To Manila and Australian Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
Hongkong, October 4, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, -saloon appointments, -Electric Light-Perfect Cuisine-Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Oct. 7, at Noon.
RUBI	2540	A. H. Noth	Manila	Oct. 14, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.
Hongkong, September 30, 1905.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.) TO SAIL.

S.S. ALSTON... About 20th October.
For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.
Hongkong, September 14, 1905.

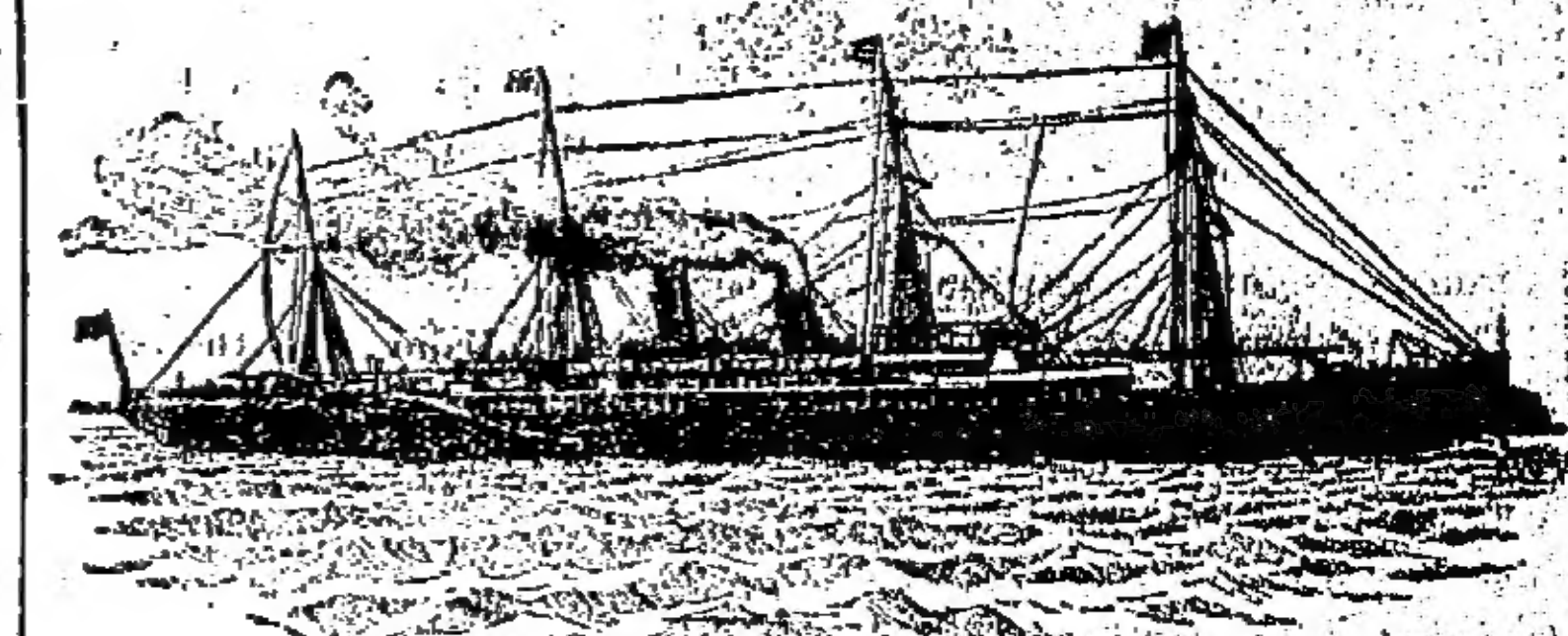
DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOCHOW. THE Company's Steamship Captain J. S. ROACH, will be despatched for the above Ports on THURSDAY, the 8th inst., at 10 a.m. For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.
Hongkong, October 3, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship Captain E. W. PACKHAM, will be despatched for the above on SUNDAY, the 8th inst., at 10 a.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, October 3, 1905.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA. U.S. MAIL LINES. VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only the taking the warm Southern Route across the Pacific, via HONOLULU on OAHU, up the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.
MONOOLJA... 13,650 Gross Tons... FRIDAY, 8th Oct., at Noon.
CHINA... 5,700 " " TUESDAY, 12th Oct., at Noon.
DOIRIC... 4,784 " " TUESDAY, 12th Oct., at Noon.
MANCHURIA... 13,450 " " THURSDAY, 14th Oct., at Noon.
KOREA... 4,127 " " THURSDAY, 14th Oct., at Noon.
COPTIC... 4,127 " " FRIDAY, 15th Oct., at Noon.
AMERICA MARU... 6,400 " " THURSDAY, 14th Dec., at Noon.
SIBERIA... 11,284 " " FRIDAY, 15th Dec., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco... KOREA, 11,270 tons. September 19-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu... SIBERIA, 11,284 tons. August 18th-20th, 1905; 4 days 9 hours.
San Francisco to Yokohama... SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

THE S.S. MONGOLIA, sailing hence October 6th will call at AMOY, SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, thence to SAN FRANCISCO, taking freight for Japan and the United States. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers. For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, October 2, 1905. S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, via SWATOW, KWON CHANG...	THURSDAY, Oct. 5, Daylight.	
SINGAPORE, via SWATOW, KWON CHANG...	THURSDAY, Oct. 5, at 3 p.m.	
RAYA, via SWATOW, KWON CHANG...	FRIDAY, Oct. 6, at Noon.	
TIENTSIN, via SWATOW, KWON CHANG...	FRIDAY, Oct. 6, at Noon.	
MANILA, via SWATOW, KWON CHANG...	FRIDAY, Oct. 6, at 4 p.m.	
SINGAPORE, via SWATOW, KWON CHANG...	TUESDAY, Oct. 10, at 3 p.m.	

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, September 28, 1905.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN). THE MAGNIFICENT NEW TWIN-SCREW STEAMERS "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 Gross Tons). Will be despatched from Hongkong as follows: DAKOTA, Captain... On or about THURSDAY, 2nd NOVEMBER, 1905. MINNESOTA, Captain J. H. Risken, On or about TUESDAY, 14th DECEMBER, 1905. Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c. These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c. Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo, and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies. Trans-Pacific Cabin Passengers by the Line can if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also F.R. CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES. For Freight or Passage, apply to NIPPON YUSEN KAISEA, Agents.
Hongkong, October 3, 1905.

NIPPON YUSEN KAISEA.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID. Taking cargo at through rates to the Straits, to SOUTH AFRICA, PERSIAN GULF, Red Sea, Black Sea, (LEVANT, YEMEN and ADRIATIC PORTS). THE Company's Steamship SILESIA, Captain L. de SABLE, will be despatched for the above on SUNDAY, the 19th October, 1905. This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor. For information as to Passage & Freight, apply to SANDER, WILDER, & CO., Agents, Prince's Building, Hongkong, September 28, 1905.

THE COMMERCIAL LAW AFFECTING CHINESE: With Special Reference to PARTNERSHIP, REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG. Reprinted from the Chinese Mail. For Sale at the China Mail Office, Price... \$1.00.

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. PROPOSED SAILINGS FROM HONGKONG. STRAITS... To Sail... 1905. SATSUMA... About Oct. 10. BIKI... About Oct. 26. WRAY CASTLE... To follow. For Freight and further information, Apply to DODWELL & CO., LTD., Agents, Hongkong, October 3, 1905.

Notices to Consignees.

MOGUL LINE OF STEAMERS. NOTICE TO CONSIGNEES. THE STEAMSHIP GHAZEE. FROM GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents, Hongkong, October 3, 1905.

BARBER LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMSHIP LOWTHER CASTLE. FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 7th October, or they will not be recognized. All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 4th October, at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, September 28, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship Katsang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from all goods. Cargo impeding the discharge of remaining on board after 4 p.m. the 4th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, October 2, 1905.

NOTICE TO CONSIGNEES. STEAMER OCEANIC. COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London (via S.S. Charente & Dordogne; from Bordeaux via S.S. Ville de Paris), in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharves and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-day, at 3 p.m., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 9th October, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 9th October, or they will not be recognized. All damaged packages will be examined on MONDAY, the 9th October, at 3 p.m. No Fire Insurance has been effected. G. de CHAMPEAUX, Agent, Hongkong, October 2, 1905.

WEEKLY NEWS FOR HOME.

The Overland China Mail. Published to suit the Department of each English and French Mail Steamer to Europe. FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) 117 per Annum (including Postage). China Mail Office, 6, WYNDHAM STREET, HONGKONG.

Merchant Vessels in Hongkong Harbour

Excludes of late Arrivals and Departures reported today.

Vessels Advertised as Loading

Destination.	Passes.	Agents.	Date of Transfer.
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Amoy, Straits, N'gon	Zibung (a).....	Jardine Matheson Co.	Oct. 5, Daylight.
Cebu & Iloilo	Sungliang (a)	Butterfield & Swire	October 11.
Genoa, Mars., L'pool	Angampon (a)	Butterfield & Swire	October 15.
Java Ports	Tinianhi (a)	Java-China-Japan L.	1st half of Oct.
Japan via Shanghai	Pilatani (a)	Java-China-Japan L.	2nd half of Oct.

Java Ports	Cipango (s)	Yamaguchi	2d half of Oct.
Kobe and Yokohama	Tsuyama	Yamaguchi	1st half of Oct.
London & Antwerp	Bengalch (s)	Butterfield & Swire	October 2.
L'don, Am'dam, A'erp	Alcinous (s)	Gibb, Livingston & Co.	About Oct. 7.
L'don, Am'dam, A'erp	Dionee (s)	Butterfield & Swire	October 7.
L'don, Am'dam, A'erp	Machnon (s)	Butterfield & Swire	October 24.
		Butterfield & Swire	Nov. 2.

London, &c.	Pereira (s)	P. & O. S. N. Co.	Oct. 7, at Noon
London, Antwerp, &c.	Pereira (s)	P. & O. S. N. Co.	About Oct. 25.
Marseilles via Saigon	Oaledorich (s)	Messageries Maritimes	Oct. 17, at 1 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Oct. 7, at Noon
Manila	Rubi (s)	Shewan, Tomes & Co.	Oct. 13, at Noon
Manila	Looongang (s)	Jardine, Matheson & Co.	Oct. 8, at Noon

Manila, Alifan Ports.....	Luning (c).....	Butterfield & Swire.....	October 10.
New York v. Suez Canal.....	Chingta (c).....	Butterfield & Swire.....	October 18.
New York v. Suez Canal.....	Satsuna (c).....	Dodwell & Co., Ltd.....	About Oct. 10.
New York v. Suez Canal.....	Sirk (c).....	Dodwell & Co. Limited.....	About Oct. 26.
Ningpo and Shanghai.....	Alston (s).....	Shewan, Tomes & Co.....	About Oct. 20.
N. K. Moha Yamao.....	Shachang (c).....	Butterfield & Swire.....	October 6.

San Francisco to Japan	England	Pacific Mail S.S. Co.	Oct. 6, at Noon.
San Francisco to Japan	Mongolia (a)	Pacific Mail S.S. Co.	Oct. 17, at Noon.
San Francisco to Japan	China (a)	Pacific Mail S.S. Co.	Oct. 31, at Noon.
San Francisco to Japan	Doria (a)	O. & O. S.S. Co.	Nov. 7, at Noon.
San Francisco to Japan	Manchuria (a)	Pacific Mail S.S. Co.	Nov. 21, at Noon.
San Francisco to Japan	Korea (a)	Pacific Mail S.S. Co.	Nov. 21, at Noon.
Seattle to S'hal Japan	Dakota (a)	Pacific Mail S.S. Co.	Nov. 21, at Noon.

Singapore, Rangoon & Y.M.C.	Cochin (a)	about Nov. 2.
Shanghai.	Linnæ (a)	about Oct. 3.
Shanghai.	Coromandel (a)	October 10.
Singapore, Swatow and Shanghai	Kwangsang (a)	Oct. 5, Daylight.
Singapore, S. Bay & S. Frang	Footing (a)	Oct. 5, at 3 p.m.
Singapore, P. Bang, Calcutta	Kutiang (a)	Oct. 10.
Singapore, P. Bang, Calcutta	Meessageries Maritimes	
Shanghai.	Butcherfield & Swire	
Shanghai.	P. & O. B. N. Co.	
Swatow and Shanghai	Jardine, Matheson & Co.	
Singapore, S. Bay & S. Frang	Jardine, Matheson & Co.	
Singapore, P. Bang, Calcutta	Jardine, Matheson & Co.	

S. bore, r. ang. Or to ca.	Silesia	Sander, Wiles & Co.	October 28.
S. bal. Moj. Kobe Yca.	Poonia (e)	P. & O. S. N. Co.	Nov. Oct. 16.
S. hal. and Portland, Or.	Arabia (e)	Portland & A. S. Co.	Nov. 7, Daylig
S. hal. and Portland, Or.	Aragonia (e)	Portland & A. S. Co.	Nov. 23, Daylig
S. hal. and Portland, Or.	Nicomedia (e)	Portland & A. S. Co.	Dec. 29, Daylig
Stow, Amoy & F'chow	Haitian (e)	Douglas Lapraik & Co.	Oct. 5, 10 a.m.
Stow, Amoy & Amoy	Esmeralda		

St'ow, Amoy, Foochow	Fritthof (s)	Oaka Shosen Kaisha	Oct. 5, 8 a.m.
St'ow, Amoy & Tamsui	Dajin Maru (s)	Oaka Shosen Kaisha	Oct. 6, 10 a.m.
St'ow, O'foo & T'sin	Kausu (s)	Oaka Shosen Kaisha	Oct. 8, 8 a.m.
T'sin, v St'ow, O'foo	Wosang (s)	Butterfield & Swire	October 9
Tacoma, S'tie, Victoria	Keemun (s)	Jardine, Matheson & Co	Oct. 6, at 10 p.m.
Victoria, B.C., Tacoma	Shawmut (s)	Butterfield & Swire	October 24
		Proddard & Co. Limited	

Victoria, B.C., Tacoma	Hyades (s).....	Canadian P'fic R. Co. Limited	About Oct. 19.
Victoria, B.C., Tacoma	Tremont (s).....	Dodwell & Co. Limited	About Nov. 11.
Vancouver (B.C.), &c.	Empress of China (s).....	Canadian P'fic R. Co. Limited	About Nov. 24.
Vancouver (B.C.), &c.	Athenian (s).....	Canadian P'fic R. Co.	Oct. 18.
Vancouver (B.C.), &c.	Empress of India (s).....	Canadian P'fic R. Co.	November 1.
		Canadian P'fic R. Co.	November 15.

SHARE LIST.—QUOTATIONS
October 4, 1905.

Stocks.	No. of Shares.	Value.	Paid up.	Closing quotations.
BYEER.				
Hongkong and Shanghai Bank Corp.	\$0,000	\$ 125	all	1910
National Bank of China Limited	20,000	0		London 1934

MARINE INSURANCE.			
Canton Insurance Office Co., Ltd.	10,000	\$ 850	\$ 50 \$840, buyers
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	\$ 25 \$87, buyers
North-China Insurance Co., Ltd.	10,000	2 15	2 5 \$11.22, buyers
Union Insurance Society, Ltd.	12,000	\$ 250	\$ 100 \$780, buyers
Yangtze Insurance Association, Ltd.	8,000	\$ 100	\$ 100 \$100, buyers

FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	10,000	100	20	168 buyers
Hongkong Fire Insurance Co. Ltd.	8,000	250	50	1340
DOCKS, ETC.				
H'ong & Whampoa Dock Co. Ltd.	50,000	50	all	1186
Geo. Fenwick & Co. Limited	10,000	85		1927

New Amoy Dock Co., Ltd.	10,000	62	25	225, sales
S. C. Farnham, Boyd & Co. Ed.	15,000	100	64	577, sellers
TRANSOATS, WUHL, ETC.		100	147	
China and Manille S. S. Co., Ltd.	80,000	25	25	218, sellers
James Steamship Co. Limited	20,000			

China Steamship Co., Limited	20,000	9	50	all	\$52, ex div.	
H. K. O. and M. Steamship Co., Ltd.	80,000	9	15	15	\$27, stock & sellers	
Indo-China S. N. Company, Limited	80,000	9	10	all	\$96, sellers	
North Ferry Company, Ltd.	10,000	9	10	10	\$33, sellers	
South Transport & Trading Co., Ltd.	10,000	9	10	10	\$35, sellers	
Swan Ton and Lighter Co., Ltd.	8,500	9	1	2	1/2	\$21, sellers

Shanghai Tag & Lighter Co., Ltd.	200,000	Ts. 50	Ts. 50	Ts. 50
do. Preference.	100,000	Ts. 50	Ts. 50	Ts. 50, sellers
REPAIRS.				
Johnson Sugar Company, Limited.....	20,000	\$	100	\$250, sellers
Johnson Sugar Company, Limited.....	7,000	\$	100	\$155, buyers
Sarak Sugar Cultivation Co., Ltd.....	3,000	Ts. 50	Ts. 50	Ts. 50

WHARVES.					
H. & Kow Wharf & Godown Co.	80,000	50	all	\$10, buyers	
Yangtze and Hongkew Wharf Co.	10,000				
	80,000	100	100	187, buyers	
	12,000				
LAND AND BUILDINGS.					
Wharves, Land, and Godowns.					

Agency Company, Limited	50,000	\$	100	100	\$120, sellers
Anglo Land Investments Co., Ltd.	55,000	Tls.	50	Tls. 50	Tls. 122 1/2
Anglo Land and Building Com.	1,000		50	80	140, buyers
Anglo Land and Building Co., Ltd.	8,764	Tls.	25	Tls. 25	Tls. 12, buyers
Anglo, Estate & Finance Co.	150,000				\$120, buyers

Port Point Building Co., Limited...	12,500	\$	100	all	\$124, buyers
TRAMWAYS.					
High-Evel Tramways Co., Ltd.	1,350	\$	100	all	\$216, buyers
MINING.					
Société Française des Charbons... Société des Charbons du Tonkin... }	18,000	\$	250	all	\$400

Anglo-Aust. Gold Mining Co., Ltd.,...	800,000	1	18/10	94
BOWLS, ETC.				
Shanghai Hotel Company, Ltd., ...	12,000	50	all	3197
Imperial House Hotel, Ltd. (Tientsin),	9,000	17.75	17.50	21,185, sales
Imperial House Hotel Co., Ltd. (S'hai)	30,000	2	25	6314
DISPERMABLES.				

Watson & Co., Limited,	80,000	\$	10	\$	10	\$14 ¹ / ₂ , buyers
China Limited	10,000	\$	10	\$	10	\$7, sellers
LIGHTING.						
and China Gas Co., Limited,...	7,000	£	10		all	\$175, buyers
Colonial Gas Company, Ltd.,...	8,000	Tls.	50	Tls.	60	Tls. 123 ¹ / ₂ , buyers.
Hongkong Electric Co., Limited,...	30,000	\$	10	\$	10	\$15 ¹ / ₂

ASBESTOS (NEW HEND)	30,000	£	10	1	6	891
BRICK AND CEMENT						
Island Cement Co., Ltd.	150,000	£	10	1	0	428
MISCELLANEOUS						
Asbestos Larnern Agency,						
	8,604	£	12	6	15	37, buyers

Anderson Oriental Agency, Ltd.	9,800	10	4	49, sellers
United	100	10	10	\$180
Steam Water-boat Co., Ltd.	18,000	10	10	\$14, sellers
Kongkong Dairy Farm Co.	25,000	7	6	\$172
Kongkong Ice Company, Limited	5,000	25	all	\$257, sellers
Ngah Waterworks Co., Ltd.	7,200	20	20	134,220, buyers
Rope Manufacturing Co., Ltd.	10,000	50	72	\$748

Kiang Cotton Spinning Co., Ltd.	10,000	Tls.	70	80	90
Cotton Spinning and Weaving Co., Ltd.	20,000	Tls.	60	70	80
National Cotton Manufacturing Co., Ltd.	10,000	Tls.	75	85	95
Kang-Mow Cotton Spinning Co., Ltd.	5,000	Tls.	100	110	120

Weaving Co., Ltd.	5,000	125	100	100.00	125.00
Whe Ootton Spinning Co., Ltd.	2,000	115	500	115.00	500.00
Provident Loan Mortgage	20,000	\$ 10	\$ 10	200.00	200.00
Ed. ...	60,000	\$ 12	\$ 12	720.00	720.00
Barnes Company, Ltd.	1,000	\$ 10	\$ 10	10.00	10.00
Bell, Moore & Co., Limited	1,000	\$ 10	\$ 10	10.00	10.00
Prinwell Ltd.	1,000	\$ 10	\$ 10	10.00	10.00

China Morning Post	8,000	25	25	200	holders
OCEAN COMPANIES					
Oceanic Co., Ltd.	67,500	10	10	100	100,000 shares
Oceanic Co., Ltd.	900	500	50	50	50,000

DATE	Amount	Paid to	Interest	Description
Imperial 1886 No. 787,500	\$500	J. D. Smith & Co.		
VERNON and SMITH				

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